

# Transportation Interim

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# IIJA Update



# IIJA Update

## Awarded IIJA Grants

Grant Program	Recipient	Project	Award Amount / Match
Strengthening Mobility and Revolutionizing Transportation (SMART)	UDOT	Connected intersections research and development	\$1.9M / \$0
Bridge Investment Program - Planning Bridge Projects	UDOT	Evaluate remaining service life of I-84 bridges from Uintah to Echo Junction	\$800K / \$200K
Low or No Emission and Grants for Buses and Bus Facilities	Park City	Purchase electric buses and charging equipment	\$6M / \$1M
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Summit County	S.R.224 electric bus and BRT project	\$28M / \$40M
Advanced Transportation Technologies and Innovation (ATTAIN)	UDOT	Expansion of connected vehicle technology (install and operate C-V2X)	\$5M / \$2.5M

# IIJA Update

## Submitted Applications for IIJA Grants

Grant Program	Recipient	Project	Award Amount / Match
Capital Investment Grants	UDOT (UTA)	FrontRunner Forward	\$671M / \$295M
Corridor ID Program	UDOT	Evaluate a future passenger rail route from Salt Lake City to Las Vegas	\$500K / \$0
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	UDOT	First and last mile connections (Magna, Midvale, Millcreek, Ogden, Provo, Salt Lake, Sandy, South Salt Lake, West Valley)	\$24M / \$6M
Low or No Emission and Grants for Buses and Bus Facilities	Park City	Park City's comprehensive bus stop redesign and rehabilitation	\$7.4M / \$1.9M
Charging and Fueling Infrastructure	UDOT/ASPIRE	I-15/I-80 corridor electrification for medium and heavy duty vehicles	\$24M / \$6M
*Wildlife Crossings Pilot Program	UDOT	Must prioritize areas around I-80/I-84 junction	

# IIJA Update

## Applied for but did not receive IIJA Grant

Grant Program	Recipient	Project	Award Amount / Match
Bridge Investment Program - Large Bridge Projects	UDOT	I-80 Commerce Corridor Bridge Rehabilitation Project	\$68M / \$17M
Reconnecting Communities Pilot Program	UDOT	900 South and/or 400 East Crossing Under I-15	\$34M / \$34M
Strengthening Mobility and Revolutionizing Transportation (SMART)	UDOT	Digital Twin Technology Prototype	\$2M / \$0
Multimodal Project Discretionary Grant Opportunity (MPDG)	UDOT	I-15 South Iron County Freight, Mobility, and Safety Project	\$77M / \$51M
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	UDOT	U.S. 189: University Avenue viaduct replacement	\$25M / \$24M

## Other Federal Grants Recently Awarded

Grant Program	Recipient	Project	Award Amount / Match
2022 National Scenic Byways Program	UDOT	Utah's Patchwork Parkway's Interpretive Signage & Kiosks Project	\$250K / \$62K
Bus and Bus Facilities Program	Park City	Expansion of fare-free, no emission bus services to affordable housing communities	\$2.4M / \$600K

# Corridor Identification and Development Program

# Corridor Identification and Development Program

## Purpose:

*to create a pipeline of passenger rail projects that would be eligible for federal funding*



# Corridor Identification and Development Program

## Program Overview

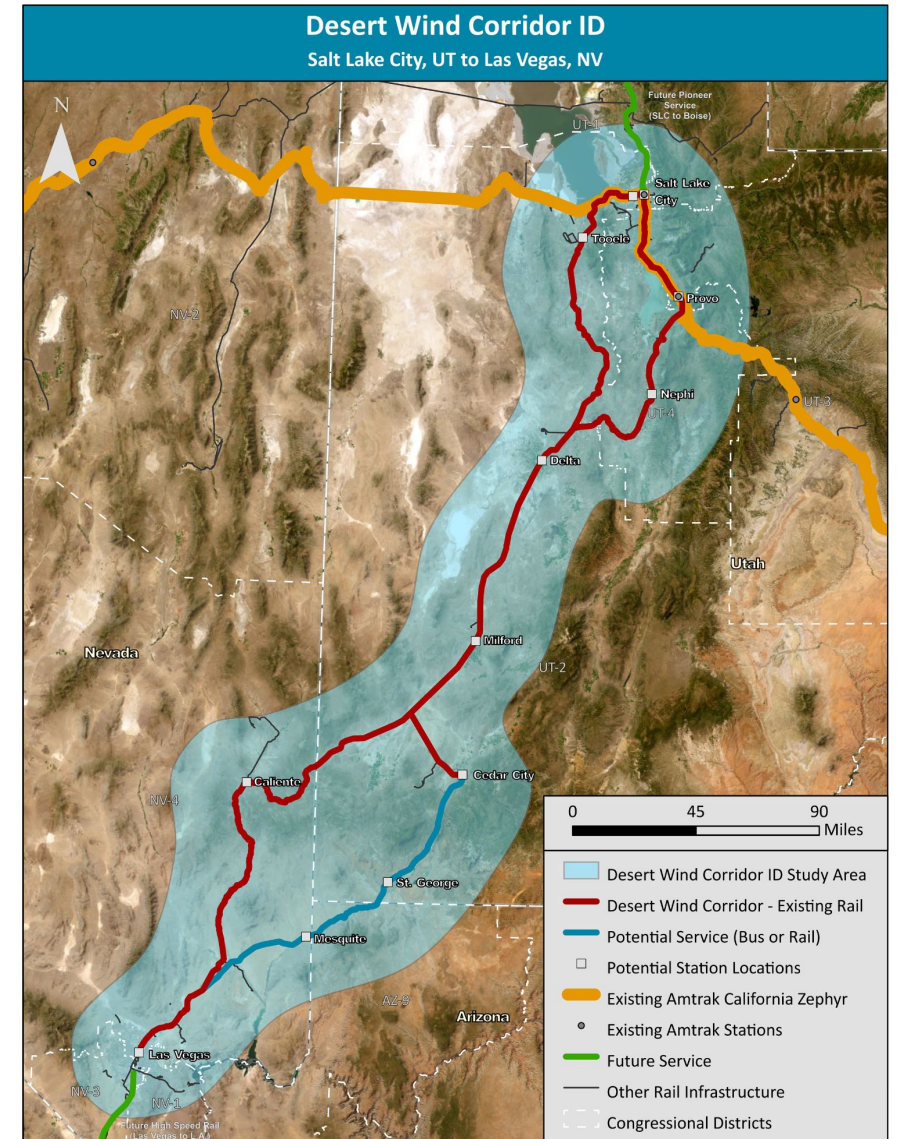
- Funding for planning and project development activities of passenger rail
- Can be used for new service or expansion of existing service.
- Funding is provided in three steps:

Step	Work Activities	Award	Match
1	Scope, Schedule, and Cost Estimate for Service Development Plan	\$500,000	0%
2	Service Development Plan Creation	TBD	10%
3	Project Development Activities	TBD	20%

# Corridor Identification and Development Program

## Desert Wind Corridor

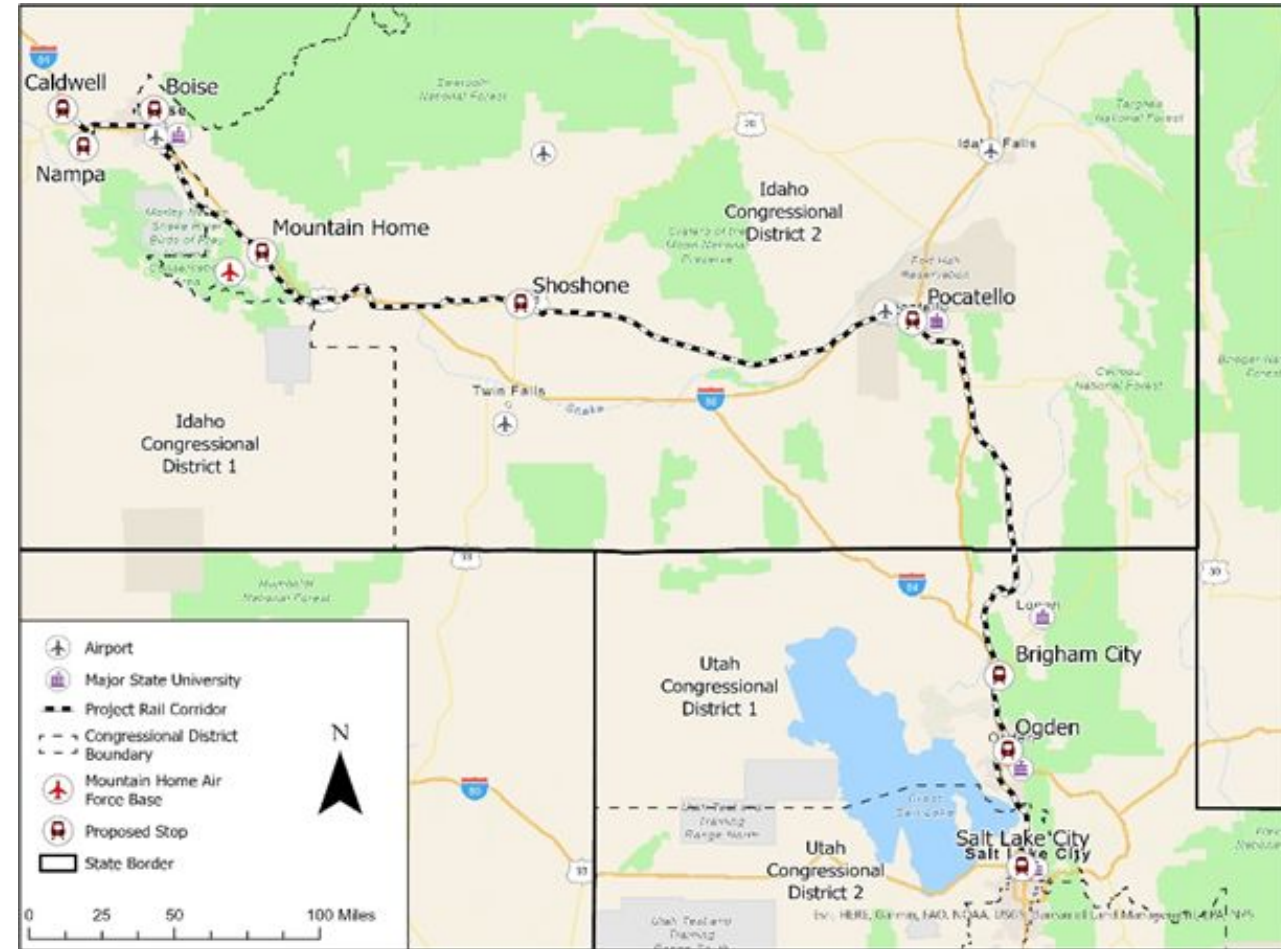
- Applicant: UDOT
- Partners: UTA and NDOT
- End Points: Salt Lake City and Las Vegas
- Proposed Route: To be determined
- Travel Time: 7 - 9.5 hours each way (based on previous Amtrak service discontinued in 1997)



# Corridor Identification and Development Program

## Pioneer Corridor

- Applicant: Idaho Transportation Department
- Partners: City of Boise, UTA and UDOT
- End Points: Salt Lake City and Caldwell
- Travel Time: 7.5 hours each way (based on previous Amtrak service Ogden to Nampa, discontinued in 1997)



# Corridor Identification and Development Program

- Grant awards expected September.
- First phases of the program are exploratory
- No obligation to continue through project development and implementation.
- If project moves forward, state would be responsible to help fund the service
- Annual state subsidy rates for short-range Amtrak corridors vary widely across the country (average of about \$8M in 2019).
- A nationwide passenger rail study is also being conducted by the FRA to evaluate the restoration of daily intercity passenger rail services and the potential for new Amtrak long-distance routes.

